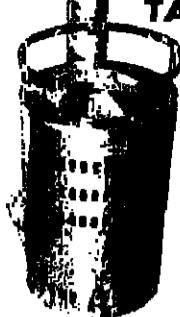


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PRAWN OR SHRIMP?

Court case shells out

WHEN IS a prawn not a prawn? The answer is — when it is a shrimp. This was the finding of magistrates at Haywards Heath, Sussex, last Friday. And it cost a firm a fine of £100 with £300 costs.

B. & A. Brittan, the East London fish processor, was prosecuted by the local trading standards officer who bought, as a routine sample, a carton of prawn salad in a Tesco store in Burgess Hill.

The public analyst who examined the sample decided that the shellfish in the salad were too small to be prawns and issued a certificate that they were shrimps and, therefore, that the product had a misleading label.

He was supported by the Labelling of Food Regulations 1972 which state that the native brown shrimp, *Cragon*, and the pink shrimp, *Pandalus montagui*, shall be called shrimps.

Apart from these two species, the differential naming of such crustaceans is to be based on the two words 'large' and 'small'. That is, large specimens of particular species are to be called prawn and small ones, shrimp.

It is on the basis of this unscientific mish-mash, foisted on the industry in spite of protests from eminent authorities in the zoological and regulatory fields — and in contradiction of long-established trade practice — that Brittan was found guilty and fined £100 with £300 costs.

There is the further problem that these names are restricted to three genera. Where shall we find the person of sufficient foolhardiness who is prepared to enter the witness box and swear that the peeled tail meats of a crustacean, having been

cooked, immersed in mayonnaise or curry sauce, is a particular genus?

In this case the public analyst certified that what was the sample not a prawn but was, legally, a shrimp.

One wonders whether the court and certain of the drafters of the legislation were aware of the potential number of genera of crustaceans that are available for importation and that the taxonomic (the different classification) is based on features relating to the wild fish.

There can be few examples of more unjust legislation than these regulations as the whole industry should support Brittan in what it is contemplating.

Not only are the imports of prawns put in jeopardy by this legislation, for it is in many anomalies in numerous traps for the bait trader. All should combat press for its amendment.

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BACK TO ZONES IN IRELAND

IRISH FISHERMEN have pulled out of discussions with their Government after claiming that they had been misled over Fishing Plans proposed by the EEC.

After being told by Fisheries Minister, Brian Lenihan, that Fishing Plans could embody the concept of a coastal zone with preference for the local fleet, fishermen say that this is not apparent from the latest Brussels discussions.

As a result, the board of the Irish Fish Producers' Organisation has decided not to participate in any future discussions on Fishing Plans with the Minister.

It was also decided that the IFPO should continue in conjunction with the Irish Fishermen's Organisation, the fight for an acceptable coastal zone which would guarantee development of the industry.

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Scampi— plan a 'disaster'

THE COUNTRY'S valuable scampi industry is under threat because of a Common Market proposal, according to the newly-formed Shellfish Processors' Association.

The EEC plans to reduce the minimum size of the Norway lobster which ends up as scampi, but the Berwick-based Shellfish Processors' Association, which represents 93 per cent of shellfish processors in the UK with a labour force of over 4,000 people, says the effect would be "disastrous" for the industry.

The association has warned that catches would be greatly reduced and breaded scampi could be eliminated altogether. Now it has lobbied MPs and written to John Silkin, Minister of Agriculture, Fisheries and Food, calling for a re-think.

Association secretary, Mr. G. L. Heckles, said: "We are extremely concerned and apprised that no prior consultations have taken place with the processing sector of the industry prior to the proposals being taken to Brussels. We are lodging the strongest possible objections."

The proposals to limit the size would spell disaster for many of our members and the effects to the Irish shellfish industry would be calamitous.

"Thousands of fishermen and processing staff would be thrown out of work with little chance of alternative employment because of the rural setting of the industries," he said.

French bag top two

Montcalm — the Concarneau stern trawler — at Fleetwood last week. She just topped Boston Stirling.

day London Town (Skipper Alan Bedford) had more than 300 kts of cod in her total of 748 kts worth £17,834.

There was another sign of the times at the port with the last landing of the pocket trawler Forards before she left for Portavogie, Northern Ireland.

The vessel is the fourth J. N. Ward pocket trawler to be

sold in recent months and, on her last voyage from the port, she caught 131 kts. The catch included 100 kts of cod sold for £3,635.

Markets were by no means outstanding, with cod

reaching a ceiling of around £40 a kkt. Weather again is

£27,709.

On the same day there were different fortunes for the pocket trawler Rosamonda (Skipper Ken Beavers). She landed 484 kts — including

250 kts of cod, 100 kts of haddock,

300 kts of coley, 20 kts of roker and

35 kts of ling — for a disappoin-

ting £27,807.

Later in the week the French stern trawler Montcalm arrived with 888 kts — including more than 500 kts of cod, 170 kts of haddock, 40 kts of whiting and 35 kts of coley — for a grossing of £13,489.

This was a record amount for a J. N. Ward and Son Ltd. vessel at the port.

Her catch was one of

several good grossings by near

water trawlers. On the same

day London Town (Skipper Alan Bedford) had more than 300 kts of cod in her total of 748 kts worth £17,834.

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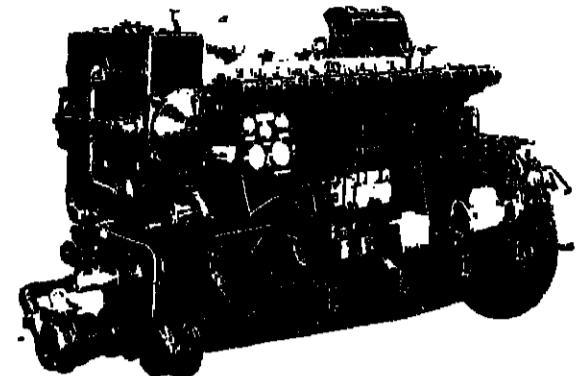
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Alan Bedford) had more than

All good wishes for successful fishing to
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JAMES HAY STRACHAN
AND THEIR PARTNERS



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April 21, 1978

FISHING NEWS



DEVOTION

— first with new Japanese sonar

Top: *Devotion* gets the power on during trials off Fraserburgh. The wooden 74-footer — owned by a Peterhead partnership — was built by the James Noble yard.

Above: the boat's Northern Tool and Gear trawl winch and Clark and Co. trawl bollards are sheltered by the whaleback.

Below: *Devotion's* new sonar equipment from Furuno. The FH103 sonar is seen bottom right. The ES7 Sonar Vision is on the immediate left of the FH103.

A WOODEN-hulled trawler which joined the Peterhead fleet is the first U.K. boat fitted with new sonar equipment from Furuno of Japan.

She is the 74 ft. transom-sterned *Devotion* built by James Noble (Fraserburgh) Ltd. for a partnership headed by brothers Alexander John and James Hay Strachan of Peterhead.

She is fitted out purely for bottom and mid-water trawling, either on her own or with a partner vessel, and will be joining in the North Sea shrimp fishery.

The owners are delighted with the vessel, which the builders designed, and Alex

Strachan has made a good job."

The sonar is supplied by Furuno's UK agent Redifon, and is the model FH103.

It has a single beam, narrow beam, and a switchable side for close contact.

Scanning from side to centre and the transducer is continuously titatable from five degrees up to 18 degrees down. Also fitted to

operate in conjunction with the FH-103 and it displays echoes on a 7 in. CRT screen. It has seven scale ranges, from 0-25 up to 0-800 m., and has a beam width of 18 degrees vertical.

Devotion has an overall length of 74 ft.

and beam of 21 ft. 6 in. Her tonnage under Part IV Registry is 40.88 and she is built to the latest requirements of the Department of Trade and the White Fish Authority.

Propulsion is provided by a Kelvin TBSC8 diesel engine developing 500 shp at 1,850 rpm to drive the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

The Lossie Hydraulics Co. supplied *Devotion's* 24 in. power block which is mounted on a single reach derrick.

tanks — each of 100-gallons. Whaleback, deckhouse, deckhouse capacity — are built integral masts and derricks are of with the port fuel tank in the steel, and fittings carried on engineroom. Some 800 gallons of fresh water are carried in a tank at the transom.

A Northern Tool and Gear "Masta" step-up gearbox.

A Transmotor 22 kW 110 V generator and a Gilbert Redifon has also supplied other Furuno units, including FUV11 Universal Graph 28 and 200 kHz echo sounder, F850 50 kHz echo sounder, FNR200 net monitor and two FRS24 radars.

Woodsons of Aberdeen supplied the "Sailor" radio telephone which comprise T126 R108 400W SSB unit and two RT144BHF sets.

Decca equipment includes Mk. 21 Navigator, 350T Track Plotter, 400 Automatic Pilot, with Airtack compass, and Simrad watchkeeping receiver.

Other wheelhouse fittings include a Bostrom Viking Helmamman seat, Flannin horn, Wynnstruments window

lawn, starboard bow and stern, Teaford 100 ESC blocks and deck sheaves and bollards are by Clark and Co.

Turn to page 10

WILMAR

AUXILIARY SETS

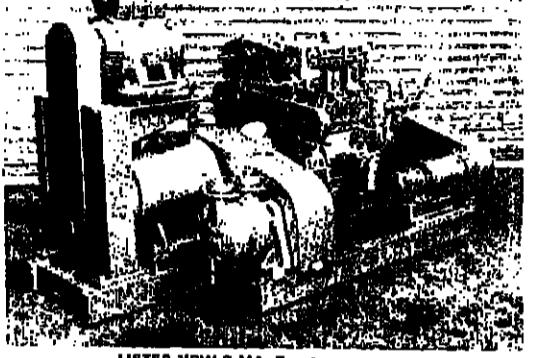
Suppliers of the generating set which is based on a Lister HRW diesel engine which has been installed on the

DEVOTION

wish Alexander John & James Hay Strachan

good luck and good fishing

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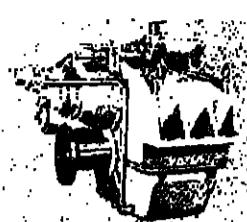
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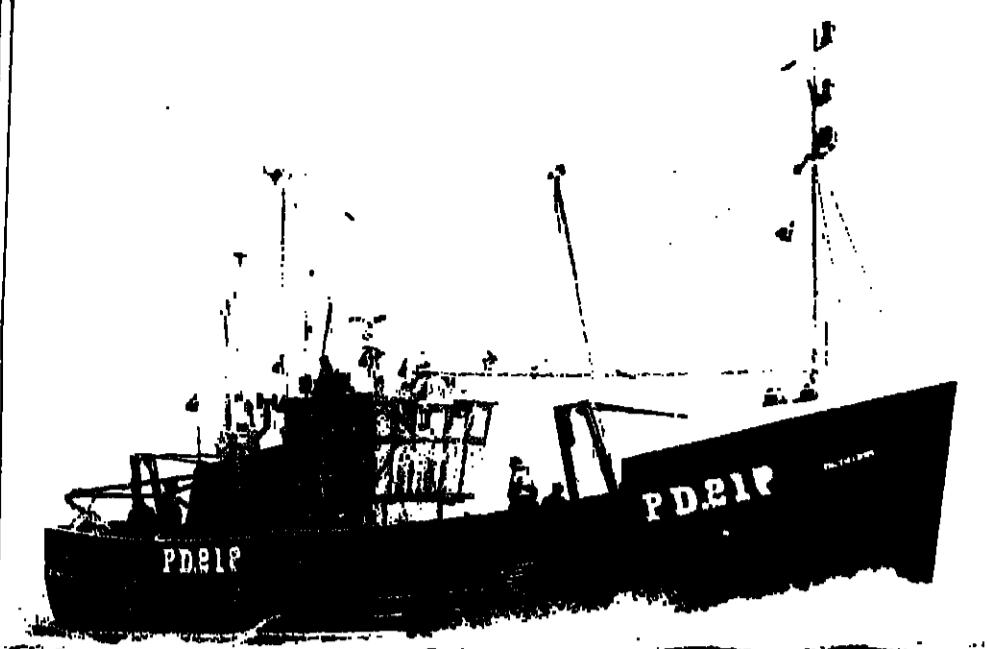
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Devotion is powered by a Kelvin 500 hp diesel and will work from Peterhead.

Irish 'wrecker'

IRISH SKIPPER, Kevin Downes of Duncannon, has started wreck fishing with a GRP-hulled 37-footer fitted out in Ireland.

The salmon drifter, wreck boat and trawler is based on the Cygnus Marine GM37 hull moulded in Cornwall and supplied to the O'Driscoll boatyard at Passage West, Co. Cork.

Joe O'Driscoll, a well-known boatbuilder in wood,

saw the potential for GRP

boats in Ireland and took on

the agency late in 1976. He

started with an order for

around a dozen hulls and now

orders up to around four at a

time.

Skipper Downes' boat is

named *Delta Dawn* and she

has a forward wheelhouse and

stern gantry aft. She is

equipped with a Hydema

power block and Spencer-Carter one-ton trawl winch.

Wheelhouse and the skipper has a Bostrom chair. Wynnstruments window wipers are fitted and the windows were specially imported.

Skipper Downes chose a Gardner six-cylinder GLXB diesel of 127 bhp, but had the unit de-rated to 90 bhp to fit in with local bye-laws. The large fishroom has been pounded out and the dual-station steering gear is by Wills-Ridley.

Another firm fitting out is Iroko and is used for the woodwork and the GRP hull is sheathed port and starboard, also fore and aft. *Delta Dawn*'s cabin is completed to a high standard and includes four bunks (she carries a four-man crew), wardrobes and drawers — and even a 14 in. Japanese television.

Iroko is used for the woodwork and the GRP hull is sheathed port and starboard, also fore and aft. *Delta Dawn*'s cabin is completed to a high standard and includes four bunks (she carries a four-man crew), wardrobes and drawers — and even a 14 in. Japanese television.

The galley is in the after part of the wheelhouse and fittings include a Flavel B700B cooker with two rings, grill and oven, Electrolux fridge, plus draining board and sink. Again, fitting out is to a high standard and there is cupboard space built in. Wheelhouse electronics include Decca Navigator Mk. 21, Decca 060 radar, Simrad EY sounder and 'Sailor' VHF.

The searchlights are operated from inside the

Kestrel.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
£56,890: *Huddersfield Town*, Consol (Sk. W. Hardie Jnt), 1,930 kts, WS/NC, 23 days.

£41,983: *Gillingham*, Consol (Sk. J. Loades), 1,487 kts, NC, 23 days.

£27,821: *Notts. Forest*, Consol (Sk. A. E. Allen), 934 kts, WS, 24 days.

Middle Water

£30,007: *Ross Kashmir*, BUT (Sk. J. Meadows), 1,124 kts, W, 17 days.

£28,224: *Carlisle*, Consol (Sk. K. Heron), 1,052 kts, W, 16 days.

£27,556: *Ross Cougar*, BUT (Sk. J. Major), 999 kts, W, 15 days.

£26,029: *Ross Jaguar*, BUT (Sk. D. Speck), 923 kts, W, 17 days.

£25,780: *Ross Leopard*, BUT (Sk. J. Brown), 1,000 kts, W, 16 days.

North Sea

£17,821: *Arctic Invader*, Liston (Sk. J. Robb), 740 cwt, NS, 11 days.

£15,228: *Tom Grant*, Lindsey (Sk. R. Sinclair), 458 kts, NS, 14 days.

£11,650: *Lemberg*, Lindsey (Sk. H. Pexman), 296 kts, NS, 14 days.

£10,161: *Loveden*, Lindsey (Sk. A. Wright), 290 kts, NS, 15 days.

£8,000: *Lucerne*, Lindsey (Sk. S. Davidson), 249 kts, NS, 10 days.

Seiners

£7,268: *Rosenborg*, Consol (Sk. N. P. Jensen), 269 kts, NS, 24 days.

£7,128: *Guldborg*, Consol (Sk. K. Kristensen), 242 kts, NS, 27 days.

£7,050: *Gladnes*, Jubilee (Sk. A. Olesen), 251 kts, NS, 15 days.

£6,165: *Margaret*, Hamling (Sk. T. Nielsen), 228 kts, NS, 21 days.

£5,537: *Ling Bank*, Sleight (Sk. A. Van Zamduil), 168 kts, NS, 16 days.

£4,859: *Ella Grethe*, John R. (Sk. O. McQueen), 193 kts, NS, 17 days.

£4,790: *Dover Star*, Danbri (Sk. C. Jensen), 121 kts, NS, 21 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Faroe and Westerly: *Boston Phantom*, *Kyoto Nanao*, *Ross Jaguar*, *Ross Kashmir*, *Ross Kipling*, *Ross Leopard*, *Tokio*, *Arctic Cavalier*, *Arctic Vandal*, *Ross Sirius*, *St. Dominic*, *St. Giles*.

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£22,146: *Margrethe Bojen* (Sk. M. Bojen), 750 kts and £16,231: *Frances Bojen*, (Sk. J. Richardson), 552 kts both John R. NS, 16 days.

£10,843: *Leanda*, (Sk. B. Nejrup), 390 kts, and £6,165: *Taarnborg*, (Sk. J. Newsham), 937 kts, WS, 13 days.

£23,920: *Pindarus*, BUT (Sk. J. Glasgow), 1,064 kts, S, 14 days.

£20,123: *Milwood*, Wood Group, (Sk. G. Baxter), 784 kts, WS, 15 days.

£6,854: *East Bank*, (Sk. G. Hall), 247 kts, and £3,006: *Halton*, (Sk. J. Lee), 108 kts, both Sleight, NS, 15 days.

£18,601: *Ross Heron*, BUT, (Sk. W. Gardner), 647 kts, WS, 12 days.

Guill-netters

£6,502: *Wardley*, Consol (Sk. E. Lose), 177 kts, NS, 7 days.

Hull

£59,534: *Westella*, Marr (Sk. M. Boddy), 2,047 kts, WS, 22 days.

Fleetwood

Homewater
£32,807: *Aubisque*, French vessel, 1,318 kts.

£27,806: *Montcalm*, French vessel, 888 kts.

£27,709: *Boston Stirling*, Boston (Sk. W. Bridge), 1,572 kts, 17 days.

£24,000: *Boston Explorer*, Boston (Sk. W. Anderson), 963 kts, 16 days.

£17,934: *London Town*, Hewett (Sk. A. Hutchinson), 444 kts, 12 days.

£13,861: *Ripley Queen*, Talisman (Sk. J. Deacon), 446 kts, 12 days.

£13,691: *Bolby Queen*, Talisman (Sk. D. Smith), 466 kts, 12 days.

£17,648: *St Phillip*, East Coast (Sk. T. Martin), 581 kts, 12 days.

£15,318: *St. Patrick*, East Coast (Sk. D. Bedford), 513 kts, 12 days.

£14,100: *St. Rose*, East Coast (Sk. S. Jonas), 473 kts, 12 days.

£14,025: *Qulton Queen*, Talisman (Sk. A. Hutchinson), 444 kts, 12 days.

£11,650: *Arctic Invader*, Liston (Sk. J. Robb), 740 cwt, NS, 11 days.

£11,228: *Tom Grant*, Lindsey (Sk. R. Sinclair), 458 kts, NS, 14 days.

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£4,790: *Dover Star*, Danbri (Sk. C. Jensen), 121 kts, NS, 21 days.

PORT MARKETS

MONDAY, APRIL 17

HULL
Expected during the week from White Sea and Norway coast: *White Sea* and *Norway*; *Arctic Cavalier*, *Arctic Vandal*, *Ross Sirius*, *St. Dominic*, *St. Giles*.

FLEETWOOD

Prices: English shill. cod, £3.80/£4.30; large plaice, £3.60/£4.20; medium, £3.50/£4.00; small, £3.30/£3.80; haddock, £3.50/£4.75; shelf. haddock, £3.50/£4.75; large plaice, £3.30/£3.80; sole, £3.20/£3.70; coley, £3.10/£3.60; turbot, £3.00/£3.50; brill, £2.80/£3.20; lemon sole, £2.70/£3.20; plaice, £2.60/£3.10; turbot, £2.50/£3.00; brill, £2.40/£2.90; lemon sole, £2.30/£2.80; plaice, £2.20/£2.70; turbot, £2.10/£2.60; brill, £2.00/£2.50; lemon sole, £1.90/£2.40; plaice, £1.80/£2.30; turbot, £1.70/£2.20; brill, £1.60/£2.10; lemon sole, £1.50/£2.00; plaice, £1.40/£1.90; turbot, £1.30/£1.80; brill, £1.20/£1.70; lemon sole, £1.10/£1.60; plaice, £1.00/£1.50; turbot, £0.90/£1.40; brill, £0.80/£1.30; lemon sole, £0.70/£1.20; plaice, £0.60/£1.10; turbot, £0.50/£1.00; brill, £0.40/£0.90; lemon sole, £0.30/£0.80; plaice, £0.20/£0.70; turbot, £0.10/£0.60; brill, £0.00/£0.50.

TUESDAY, APRIL 18

FLEETWOOD
Prices: cod, £35/£41; plaice, £30/£36; sole, £25/£30; whiting, £14/£18; per ten-stone kit.

MILFORD HAVEN

Prices: large pouting, £2; medium, £1.20; large plaice, £1.20; medium, £1.10; small, £1.00; sole, £0.90; lemon sole, £0.80/£1.00; haddock, £0.70/£0.80; brill, £0.60/£0.70; turbot, £0.50/£0.60; brill, £0.40/£0.50; lemon sole, £0.30/£0.40; plaice, £0.20/£0.30; turbot, £0.10/£0.20; brill, £0.00/£0.10.

LOWESTOFT

Prices: monk, £1.51/£2.33; cod, £3.07/£3.80; haddock, £1.87/£2.33; whiting, £1.22/£2.22; hake, £1.22/£2.22; brill, £1.22/£2.22; lemon sole, £1.12/£1.33; coley, £1.93/£2.07; sole, £1.70/£2.07; brill, £1.60/£2.07; lemon sole, £1.56/£1.87; plaice, £1.48/£1.78; turbot, £1.37/£1.73; brill, £1.22/£1.73; lemon sole, £1.32/£1.70; brill, £1.12/£1.60; lemon sole, £1.02/£1.50; brill, £0.92/£1.40; lemon sole, £0.82/£1.20; brill, £0.72/£1.10; lemon sole, £0.62/£1.00; brill, £0.52/£0.90; lemon sole, £0.42/£0.70; brill, £0.32/£0.60; lemon sole, £0.22/£0.40; brill, £0.12/£0.20; lemon sole, £0.02/£0.10.

NEWLYN

Prices: large ray, £8.80; small, £6.60; medium, £5.60; sole, £4.60; large ray, £2.60; brill, £2.40; lemon sole, £2.20; monkfish, £2.00; dogfish, £1.80/£2.00; brill, £1.60/£1.80; conger, £1.40/£1.60.

SCALLOWAY

Prices: cod, £1.80/£1.90; haddock, £1.70/£1.80; whiting, £1.60/£1.70; sole, £1.50/£1.60; brill, £1.40/£1.50; lemon sole, £1.30/£1.40; plaice, £1.20/£1.30; turbot, £1.10/£1.20; brill, £1.00/£1.10; lemon sole, £0.90/£1.00; plaice, £0.80/£0.90; turbot, £0.70/£0.80; brill, £0.60/£0.70; lemon sole, £0.50/£0.60; plaice, £0.40/£0.50; turbot, £0.30/£0.40; brill, £0.20/£0.30; lemon sole, £0.10/£0.20; plaice, £0.00/£0.10.

PETERHEAD

Prices: cod, £1.80/£1.90; haddock, £1.70/£1.80; whiting, £1.60/£1.70; sole, £1.50/£1.60; brill, £1.40/£1.50; lemon sole, £1.30/£1.40; plaice, £1.20/£1.30; turbot, £1.10/£1.20; brill, £1.00/£1.10; lemon sole, £0.90/£1.00; plaice, £0.80/£0.90; turbot, £0.70/£0.80; brill, £0.60/£0.70; lemon sole, £0.50/£0.60; plaice, £0.40/£0.50; turbot, £0.30/£0.40; brill, £0.20/£0.30; lemon sole, £0.10/£0.20; plaice, £0.00/£0.10.

LOSSIEMOUTH

Prices: cod, £1.80/£1.90; haddock, £1.70/£1.80; whiting, £1.60/£1.70; sole, £1.50/£1.60; brill, £1.40/£1.50; lemon sole, £1.30/£1.40; plaice, £1.20/£1.30; turbot, £1.10/£1.20; brill, £1.00/£1.10; lemon sole, £0.90/£1.00; plaice, £0.80/£0.90; turbot, £0.70/£0.80; brill, £0.60/£0.70; lemon sole, £0.50/£0.60; plaice, £0.40/£0.50; turbot, £0.30/£0.40; brill, £0.20/£0.30; lemon sole, £0.10/£0.20; plaice, £0.00/£0.10.

WICK

Prices: cod, £1.80/£1.90; haddock, £1.70/£1.80; whiting, £1.60/£1.70; sole, £1.50/£1.60; brill, £1.40/£1.50; lemon sole, £1.30/£1.4

